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6 March 1963

MEMORANDUM FOR : The Record

SUBJECT   : OXCART Flight Test Status: 5 March

1. Aircraft #122 (equipped with J58 engines) made flight #5, 5
March, for a duration of fifty-six minutes. The purpose of the flight
was to extend the aircraft flight envelope and to obtain additional
lateral directional stability data. Preliminary reports indicate that
a speed of Mach 2.35 and an altitude in excess of 62,000 feet were
attained. This is the highest altitude and speed thus far achieved in
flight test. During the flight an inlet-duct airflow instability was
encountered above the Mach 1.8 region after the bypass doors were put
on automatic, which is not an unusual problem at this exploratory stage
of flight test. Some cockpit overheating also occurred during this
flight. The left side gearbox is being replaced in this aircraft after
preliminary postflight checks reportedly revealed an aircraft fuel pump
leakage malfunction. The next flight of Aircraft #122 tentatively is
scheduled for 8 March.

2. Aircraft #124 (trainer with J75 engines) made flights #36 and
#37, 5 March, each for a duration of one hour and thirty minutes:

    a. Flight #36, a familiarization flight for Agency pilots,
was regarded as routine including normal drag chute deployment
during the landing run. The pilots commented favorably about
the reduction of glare due to the use of glare shields and anti-
reflective black paint in the cockpit.

    b. Flight #36, a refamiliarization training flight for two
Agency pilots, was successfully accomplished and regarded as
routine. Drag chute deployment was slow upon landing.

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3. Flights of Aircraft #123 (J75 engines), #124 (trainer) and #125 (J58 engines) tentatively are scheduled for 7 March. This will be the first flight for Aircraft #125.

SIGNED

JOHN PARANGOSKY
Chief, Development Division
OSA-DD/R

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(6 March 1963)
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